ANOTHER SHIP TAKEN.

The state of the s

Allies Seize All Vessels Under Venezuela's Flag. BLOCKADE'S EFFECT SOON FELT.

German Business Interests At Caracas Suffer Most.

One of the Blockading Fleet Aground in the Orinoco-Castro Willing That President Roosevelt Should Be Arbitrator-Objection to Minister Bowen? -Feeling in Washington That There Is Still Danger of Friction With the Allies Over the Blockade Question

Special Cable Despatch to THE SUN. From THE SUN Correspondent at Caracas CARACAS, Dec. 21.-The English cruiser Indefatigable to-day captured ten miles from La Guayra the Venezuelan schooner Jesuita, from Guanta, with a cargo belonging to a Spaniard.

Of the three schooners seized vesterday. the Julia had a cargo belonging to a German subject and the Mercedes and Imaculata are owned by a French subject, though they fly the Venezuelan flag.

The bitterest opponents of the European fleet now at La Guayra are the foreigners there, and not the Venezuelans.

All the foreign Consuls agree that the notification of the blockade given by Germany and Great Britain was not sufficient.

The English cruiser Tribune, the Italian cruiser Giovanni Bausan, and the German training ship Stosch are now at La Guayra The blockade is already seriously damag-

ing foreign, especially German, interests. It is said in Government circles that a despatch has been received from Washington proposing, at the request of the foreign Powers, that some person other than Mr. Bowen, the United States Minister here. be selected to act as arbitrator.

The Venezuelan schooner Julia, which was seized at La Guayra yesterday by the combined fleet, was towed to sea this morning by the Tribune. Her destination is unknown, but it is supposed that she will be taken to Trinidad as a prize.

MAY RAISE BLOCKADE ISSUE. Peeling in Washington That the Crisis Is

Not Yet Over. WASHINGTON, Dec. 21 .- From what was said here to-day it is apparent that the Administration, in spite of the friendly way in which Germany and England have received President Roosevelt's arbitration suggestion, does not believe that the crisis in the Venezuelan situation has passed.

The character of the blockade declared yesterday by the Berlin and London Foreign Offices contains the possibility of international friction which this Government had hoped would be averted. The German and British proclamations indicated that the blockade is, to all intents and purposes a "peace" blockade. It was not preced accompanied by a declaration of war, did it say that war exists between Vene-zuela and her European creditors. The United States Government had made it plain to the creditor Powers that it could

not consistently recognize that a peace blockade was applicable to American or blockade was applicable to American or other neutral commerce. A statement from the German Chancellor, however, that his Government does not regard itself as being at war with Venezuela makes it evident that Germany and England wish to maintain a blockade of the character that the United States will decline to recognize. No responses have been received by the State Department to its inquiries sent last week to the Powers engaged in coercive measures against Venezueia for a definition measures against Venezueia for a definition of a peace blockade and a statement of its applicability to vessels of American of a peace blockage and its applicability to vessels of American its applicabi register. Germany and England will probably evade the issue presented by ignoring the inquiries, and it is not likely that the State Department will insist on answers while there is a prospect of having the points of difference between Venezuela and her enemies referred for arbitration to President Research.

enemies referred for arbitration to President Roosevelt The Hague tribunal.
Responses to the identical communications sent yesterday by Secretary Hay in behalf of President Roosevelt to the suggestion that the President undertake the adjustment of the present difficulties are not expected before Tuesday. It was made piain by Mr. Hay in this communication that the President did not wish to act. Although it was shown with equal plainness that he would do so if the Powers interested insist, and for this reason the Administration officials are inclined to hope that England, Germany and Italy, as Administration officials are inclined to hope that England, Germany and Italy, as a mark of consideration for the United States and a desire to do what will prove most acceptable to the President, will ultimately acquiesce in a reference of the whole subject matter of the dispute to the

permanent international court.

Every officer of the Administration, from the President down, who is concerned

the President down, who is concerned in the negotiations now going on between this country and the European Powers is heartily in favor of having The Hague tribunal undertake the settlement.

The great difficulty is the awkward question of a guarantee that Venezuela will comply with the terms of an award against her. It is now said that one great financial firm, not the Seligman house, is willing to advance to Venezuela sufficient funds to meet the pecuniary demands of the Powers on no other guarantee than the word of this Government that it will use its diplomatic offices to induce Venezuela, should that course become necessary, not to default in its payment to those who advance the necessary loan.

In the meantime Ambassador Tower, at Berlin; Ambassador Meyer, at Rome, and Charge d'Affaires, White at London, are Chargé d'Affaires, White at London, are endeavoring through oral exchanges with the Governments to which they are accredited to persuade these Governments that Venezuela will not dare to become a defaulter in payments directed to be made by The Hague tribunal. The greatest hope that this view will be accepted lies in the belief that England and Germany would be glad to abandon their coercive measures against the South American republic, if they are able to do so without injury

they are able to do so without injury their dignity or honor. Some communications from Europe and Some communications from Europe and Venezuela in regard to the situation in the last-named country were received at the State Department to-day, but the officials who knew their contents positively decline to give any information concerning them. Inquiry at Secretary Hay's house to-night resulted in the statement that Mr. Hay was not feeling well and could not see any visitors, and that he had no news to give to the press.

Promote good digestion with Jayne's Tonic Vermituge. - Adv.

BRITISH WARSHIP AGROUND. Mishap to One of the Blockading Fleet in the Oringeo.

Special Cable Despatch to THE SEN. PORT-OF-SPAIN, Trinidad, Dec. 21.-The British warship Fantome is aground near Barrancas, on the Orinoco River. The attempts hitherto made to get her off have proved unavailing. Steamers are leaving here to help her. If they do not succeed in refloating her soon she will probably remain aground for months, as the river is falling rapidly.

It is stated here regarding the Topaze incident, that led to the bombardment of the forts at Puerto Cabello, that the crew of the steamer were dragged ashore at midnight, half naked, and after being prodded with bayonets by soldiers and otherwise roughly handled, were imprisoned in a single filthy room.

ITALY'S CAPTURE A SLOOP. The Cruiser Glovanni Bausan Seizes One at La Guayra.

Special Cable Despatch to TRE SUN.

LA GUAYRA, Dec. 21. - The British cruise Fribune, sailed at noon to-day, towing he schooner Mercedes, which she captured with the schooner Imaculata Saturday. The Italian cruiser Giovanni Bausan aptured a small Venezuelan sloop to-day.

CASTRO ACCEPTS ROOSEVELT. Willing That He Should Act as Sole Arbitrator.

Special Cable Despatch to THE SUN. LONDON, Dec. 21.-A despatch from Caracas says that President Castro has accepted President Roosevelt as arbitrator he dispute with the European Powers.

SECRET VOW WITH AN OPEN FOE. How Kipling Refers, in Verse, to the Alliance With Germany.

Special Cable Despatch to THE SUN. LONDON, Dec. 22 .- The Times, which trenuously opposes the British alliance with Germany in the Venezeulan trouble prints a poem by Rudyard Kipling crystallizing the popular anti-German sentiment. Under the title of "The Rowers" Kipling pictures the men-of-warsmen grumbling at being compelled to join hands with such allies, who were the bitterest haters of the British during the South African war. The poem contains the following:

Last night ye swore our voyage was done, But seaward still we go, And ye tell us now of a secret you.

Ye have made with an open foe That we must lie off a lightless coast.

And haul, and back and veer, At the will of the breed that have wronged us most For a year and a year and a year Having enumerated some of the enormi ties ascribed to the Germans, the poet con-

The dead they mocked are scarcely cold, Our wounds are bleeding yet, And ye tell us now that our strength is sold,

To help them press for a debt. 'Neath all the flags of all mankind, That use upon the seas, Was there no other fleet to find, That ye strike hands with these?

Of evil times that men could choose, What brooding judgment let ye loose, To pick the worst of all.

n sight of peace from the narrow seas, O'er half the world to run, With a cheated crew to leagues anew With the Geth and the shameless Hun?

FAVOR ROOSEVELT. onden Papers Think He Should Be as Arbitrator.

Special Cable Despatch to THE SUN. LONDON, Dec. 22.-The bulk of the opinior xpressed editorially this morning favors esident Roosevelt acting as arbitrator of the Venezuelan dispute rather than The Hague Tribunal, because it is feared that Venezuela would ignore the judgment of The Hague Tribunal and the Powers would find themselves in the same impasse as at

present.

It is not regarded as inconceivable that, in the words of the Times, Venezuelan effrontery might rise even to the height of repudiating President Roosevelt's award, but it is held that the Americans in that case would be clearly constrained to give approval and moral support to any reason-able means the parties in whose favor e decided might take to vindicate the rights he adjudged them.

NOT TO JOIN THE ALLIES. Denmark Negotiating With Venezuela Regarding Her Claim.

Special Cable Despatches to THE SUN. COPENHAGEN, Dec. 21 .- The report that Denmark intended to join the other Powers in bringing pressure to bear on Venezuela is denied. All the claims of Danish subjects, which at one time were considerable, have been settled, except one involving the seizure of large flocks of sheep belonging to a Danish settler, by Venezuelan soldiers. Denmark is now negotiating concerning this claim.

LONDON, Dec. 22.—A despatch to the
Times from Brussels says that despite all rumors to the contrary Holland will not participate in the pressure on Venezuela.

will remain strictly neutral. TWO BIG SCHOONERS MISSING. Were Near Boston on Wednesday-May

Have Collided and Gone Down. BOSTON, Dec. 21 .- Many inquiries are being made concerning the whereabouts of the five-masted schooner Louise Crary and the big four-masted Frank A. Palmer, which came over the sheals on Wednesday with the fleet of coal-laden schooners and should have reached the harbor on Thursday, or Friday at the

The captains of many of the vessels which reached port sighted the Crary and the Palmer and it was supposed they arrived with the others of the flect until the captains failed to report to their owners and consignees. The vessels had not not send the unverse of the vessels had not be until the captains failed to report to their owners and consignees. entered the upper or lower harbor, and as nothing was heard from them yesterday or to-day, all kinds of rumors were in circula-

tion as to their probable fate.

The Louise B. Crary, a comparatively new craft and one of the finest five-masters on the coast, is commanded by Capt. William H. Potter of Orient, L. I.. and carries a crew of about twelve men all told. She loaded 3,207 tons of bituminous coal at Newport News, sailing thence on Dec. 8. On Wednesday last she was reported of Chatham.

The Frank A. Palmer, the largest fourmaster ever constructed, is commanded by Capt. Rawding and carries a crew of about eleven men. She loaded about 3,700 about eleven men. She loaded about 3,700 tons of coal at Newport News and sailed for here on Dec. 4.
Shipmen fear that the two vessels have been in collision and foundered.

Burnett's Vanilla Extract is sold by all the best grocers everywhere, try it ROSSLYN STRIPPED AT POKER

BY A PARCEL OF HANDBAG TRAY-ELLERS ON THE ETRURIA.

Cost Him \$1,550 to Sit in the Smoking Room Game With a Trio, One of Whom He identifies as "Doe Owen" of the Rogues' Gallery-One Arrest at Pier.

The Earl of Rosslyn, the actor, arrived vesterday from Liverpool aboard the Cunarder Etruria, poorer by \$1,550 than when he boarded the liner at Liverpool. The motto of his house is "Fight" and he had fought, metaphorically, with foes who posed as well-to-do Americans, playing ooker for the love of it.

Lord Rosslyn has spent much time in he United States, chiefly on the stage, and thought he knew something about poker; a dangerous habit of mind if he lidn't. But even now, he believes he can play the national game, unless against nternational gamblers.

He discovered three such skilful persons, he thinks, after he had played for all sorts of stakes from Queenstown to Sandy Hook. The discovery was gradual, in fact, it took about seven days for the suspicion that he had been duped by card sharps to find fast lodgment in his brain.

The passenger list of the Etruria was small, as happens in winter, and there were few dead game sports in the smoking room on the stormy days and nights of a protracted voyage. Among the few were three young men, one short, smooth-faced and of Jewish features. The three always sat in at poker together. They were affable to one another, but, ostensibly, were merely acquaintances of the voyage.

They played with Lord Rosslyn, actually and figuratively, and let him win for severa days. One of the young men then became melancholy. He said he was "\$500 in the ole" and he didn't think he would be able to get out unless the limit, which had been only a few dollars, were raised, as the ship was nearing port. The other young men, after some discreet hesitation, said they didn't want to rob a stranger, and, if Kossyn were agreeable, they had no objection to taking the limit off and going against the sky or as high as Rosslyn thought would

a gentlemanly.

Lord Rosslyn, as arbiter of this elegancy, said he was willing, and the game went on, until he was calling "raises" of \$50 and \$100. He did some "histing" himself on full houses, aces on top, which he had been led houses, aces on top, which he had been led to regard as lead-pipe cinches; but there were four of a kind against him, and he was forced to give up with a sigh that was audible all over the smoking room.

Some bystanders who surmised that the trio were fleecing him mentioned their suspicions after he had got up from the table out \$1,550. Then the began to think that he really might have been up against transatlantic highwaymen.

atlantic highwaymen.

But he didn't make any complaint to the purser, and he might have gone to his hotel without becoming involved in the prosecution of one of the gamblers if the Cunard line's officials here had not been warned by the Liverpool office to look out for card sharps who had embarked on the Etruria at the last moment of sailing, too late to give the ship's officers a chance to find them out.

The moment the gangplank was put up here vesterday the dock superintendent sent for Detectives Leeson and Moody, who were busy on the Gansevoort street pier, where the Kaiser Wilhelm der Grosse and decked. But the sharpers were alest who were busy on the Gansevoort street pier, where the Kaiser Wilhelm der Grosse had docked. But the sharpers were alert. Two of them, carrying only hand baggage, gotaway. The trouble was to get Lord Rosslyn to make complaint. He said he didn't want to appear as a "welcher." He was persuaded to point out a tall, well-built man as one of the men with whom he had played. The man admitted that he was one of the three, but declared that he was an "American capitalist." A search of his handbaggage and clothing revealed no capi-

an "American capitalist." A search of his handbaggage and clothing revealed no capital. He described himself as Jerome McKay, 36 years old, of Harrisburg, Pa. He is not known there as a capitalist. His name is on the Etruria's passenger list.

The detectives arrested McKay as a "suspicious person." They asked him if he would like to go to Police Headquarters in a car or a cab. He said he preferred a cab, and with Lord Rosslyn and the detectives he was driven to Mulberry street.

After opening the cab door the driver looked expectantly at all hands. Leeson said to Rosslyn: "You owe the cabman \$2."

Rosslyn handed \$2 to the cabman. Then said to Rosslyn: "You owe the cabman \$2."
Rosslyn handed \$2 to the cabman. Then
the four entered headquarters, where
McKay was searched and locked up. Except some jewelry he had nothing worth
noting. Lord Rosslyn was taken in to
see the rogues' gallery, where he found
the face of another of the trio there (No.
7,036). He is called Doc Owen, an allaround swindler, notorious chiefly as a
fleecer of Atlantic travellers who think
they know poker. Doc Owen is smoothfleecer of Atlantic travellers who think they know poker. Doc Owen is smooth-faced and Jewish-looking. He left this port on Nov. 19 with "Paper Collar Joe," the con man, aboard the White Star liner Oceanic. Leeson and Moody saw the graceless pair go aboard. There was no way of preventing them from sailing, so the line's officials contented themselves with telling the purser to warn all cabin passengers that two professional gamblers were on the ship. They didn't get a chance to play, except with themselves, on the trip.

trip.

Usually the card sharps confine their Isbors to the crowded outgoing ships in the spring and summer and the incoming liners in the fall. There is generally "nothing doing aboard winter craft.

Lord Rosslyn will appear to-day in the Tombs police court as complainant against McKay. Meanwhile, Leeson and Moody will make an effort to get Doc Owens, whom they know well.

whom they know well.

Lord Rosslyn went to the Hoffman House from Police Headquarters. He played there last in "There's Many a Slip." He said he was looking for an engagement. The date of his wedding to Beatrice Irwin, be said, hed not been fixed.

ne said, had not been fixed. SATURDAY BOATS ALL IN. Etruria and Big Kaiser Docked-St. Loui

Anchored Outside the Bar.

The Cunarder Etruria, from Liverpoo and Queenstown, and the North German Lloyd steamship Kaiser Wilhelm der Grosse rom Bremen, which in summer seas would have made port on Saturday morning, did not reach their docks until yesterday morn ing. Stress of weather held them back, is it did also the American liner St. Louis, as it did also the American liner St. Louis, from Southampton and Cherbourg, which anchored outside the Hook at 6 o clock last night. The big Kaiser poked her nose into a westerly gale when she same out of the English Channels and thereafter, for four days, it was a rough-and-tumble conflict with mighty seas. Several tops of combers came aboard, damaging deck fittings and knocking down three seamen.

Finest of Trans-Continental Trains.

Triumphs of 1902.

Seldom if ever in any one year of the history of the world have so many important events of universal interest taken place. America, England Germany and France have each participated. The President of the United States welcomed and entertained H. R. H. Prince Henry of Prussia at the White House, Edward the VII. was crowned King of England and Emperor of India, the German Emperor had his American built Vacht "Meteor" christened, France had the unveiling of the Rochambeau Statue, and at all functions attending these celebrations Most & Chaudon Champagne was used exclusively. This indeed is an unparaileled record, which is proof positive of the superiority and popularity of the renowned brand of Most & Chaudon White Seat—Acc Triumphs of 1902.

OIL-LADEN VESSEL BLOWS UP.

Explosion at Sea Cff Massachusetts Coast -Salling Vessel May Have Saved Crew. GLOI CISTER, Mass., Dec. 21.-A large sel, either a tank steamer or a sailing craft with a cargo of oil, was blown up and burned about twenty miles south southeast of Thacher's Island late this afternoon, It has not been learned yet whether the craft was totally destroyed nor is it known if any of the crew were saved.

About 4 o'clock this afternoon, Keeper Bailey of the light on Eastern Point, sighted vessel on fire. Great columns of dense black smoke poured from her and a few ninutes later a heavy explosion occurred and the flams shot high in the air. The explosion was heard by other people living along the shore and to-night at 9 o'clock the fire still burned brightly.

Keeper Bailey fired his signal gun to otify Capt. King of the Dolliver's Neck Life-Saving Station on the opposite side of Gloucester harbor and in a short time the life boat reached Eastern Point. Bailey informed Capt. King of the probable disaster and the life savers decided to row ut to the vessel and render what aid they could to the seamen on board.

When Keeper Bailey first saw the fire the craft appeared to be about ten or twelve miles off shore, but at 5 o'clock to-night the lifeboat returned to the station and Capt. King said that he had rowed about ten miles out to sea and had been forced to return owing to the heavy sea running. When he had started back to shore Capt. King said that the burning vessel appeared to be about ten miles away and that he had seen a sailing craft, apparently a fishing schooner, shoot up in beneath the hulk and then lay a course for Thatcher's Island. He was unable to make out if the fisherman had been of assistance to the crew.

The life savers were completely exhausted by their long row, but Capt. King said that had the wind not increased he could have reached the burning vessel. At 7 o'clock the flames on the vessel seemed to subside, but at 9 o'clock to-night they started afresh and could be seen plainly along the care and shore.

JIM JEFFRIES LOSES A FIGHT. Montana Miner Forces the Fighting and

Almost Puts Him Cut. BUTTE, Mon., Dec. 21 -- Champion James Jeffries is very much chagrined to-day over the result of his meeting with Jack Monroe here last night and the decision of Referce Duncan McDonald in favor of Monroe Jeffries and Fitzsimmons stopped in Butte to give one of their sparring exhibitions and issued their usual challenge to meet and stop any local man in four rounds or forfeit

A man named Stewart lasted fifteen seconds before Fitzsimmons and then Jack Monroe, a miner employed in the Anaconda mine, who states that he is the amateur heavyweight champion of the Pacific Coast, went against Jeffries for four rounds.

reedings by pushing the Champion's head back with a stiff right jab on the nose, Jeffries winced and got a left on the head. He saw he was against a foeman who meant to try to stay four rounds and waded in. Monroe was not to be easily found, however, and delighted the crowd by cleverly ducking vicious swings and getting away from hard leads. Then came a case of give and take, with Monroe outpointing Jeffries all through the round and the second round. Three times did Monroe land on Jeff's jaw in the second round and in rapid succession. Jeffries showed that he was angly and sent Monroe to the floor, but not with sufficient force to make him quit.

In the third round Jeffries showed nearer o championship form than at any time during the go. He landed on Monroe's jaw good and hard, and again the miner went to the floor. Twice afterward in that round Monroe went down and wisely took the count each time. He was there, not to whip Jeffries, but to stay four rounds, and he used his head well. Sometimes h clinched to save himself, but he invariably got the worst of the clinches, as Jeffrie never failed to land on the body. After one of the clinches Jeffries got in a right swing on the stomach and Monroe went down, but the gong saved him.

When the men came up for the fourth ound the crowd went wild with excitement. Jeffries was going it desperately, and aking advice from the signs made by Fitz, who was in his corner, but to no purose. Monroe would come back again after the count in wonderfully game fashion. At no time did he show a disposition to quit, though badly punished. When time was called at the end of the fourth round, Monroe was all in, but he was a hero, who had well won the tumultuous applause which greeted him, and the \$500 forfeit.

TO LOCK OUT GARMENT MAKERS. Thicago Manufacturers Unite to Try Break Down Union Labor.

CHICAGO, Dec. 21.-Unless the 25,000 gar nent workers and clothing makers of the city agree to repudiate their unions the National Wholesale Tailors' Association will lock them out Friday, Dec. 26. The factories and shops of the twenty-one members of the association will be closed. It is planned not to open them until the strength of the United Garment Workers, and Special Order Clothing Makers' unions has been broken. Then only such tailors and garnent workers as are willing to abandon the unions will get work. Announcement of the intention of the

association was conveyed to George V. Lighthall, president of the Chicago Federaion of Libor. The employers have been preparing for it for nearly two months. As a result of their preparations their business is now practically at a standstill. They have called in their travelling salesmen and have issued no samples or catalogues.

Merry Christmas assured by a gift of Krementz one Piece Collar Buttons. All jewelers. -Ade.

930 Miles in 20 Hour s. The new "20th Century Limited" of the New York Central and Lake Shore does this every day and effects a great saving to the busy man who travels between the East and West.—Adr.

PANIC ON BIG LINER AT SEA

EXPLOSION ON THE DEUTSCH-LAND DISABLES ONE ENGINE.

Passengers Rush From Their Cabins in Nightelothes and Are Calmed With Difficulty-Ship Completes Her Trip to Plymouth With the Port Engine.

Special Cable Despatch to THE SUN. LONDON, Dec. 21.—The Hamburg-American Line steamer Deutschland, Capt. Barends, from New York Dec. 15, arrived at Plymouth at 2 o'clock this afternoon She reports that when 179 miles from the Scilly Islands a cylinder burst, disabling her starboard engine. She proceeded with her port engine, making 16 knots an hour. It is likely that more than three months will be occupied in repairing the damage done. The Deutschland after landing some of her passengers at Plymouth proceeded for Cherbourg and Hamburg.

Some of the passengers say that the vessel shook for several minutes after the accident. The passengers who were in the cabins rushed on deck and were controlled with difficulty by the officers. Nobody was injured.

One version of the affair is that the ship's company were awakened at 1:30 A. M. by a terrific explosion. They rushed on deck in their nightclothes. The alarm was increased by the temporary failure of the electric lights. Women and children screamed in terror, believing that the steamer was foundering, an idea which the shaking vessel encouraged. It is stated that the starboard engine was completely wrecked.

Emil L. Boas, general manager of the Hamburg-American Line, said last night that the cylinder disabled doubtless was the starboard low-pressure cylinder, the

cover of which was cracked on the trip the Deutschland finished at this port on Nov. 13. On that day, when she was forty miles this side of Nantucket, a bolt of the third starboard crank-shaft bearing broke and the low-pressure cylinder cover was fractured. There was much excitement aboard due to the shock and the sudden aboard due to the shock and the sudden shutting off of steam.

The cylinder cover was replaced with one made here and the line ordered a new low cylinder from the Vulcan Shipbuilding Company at Stettin. Mr. Boas said he believed

would take much less than three months have the Deutschland in commission She made an unusually good run for winter to Cherbourg, her time being 5 days and about 15 hours.

Among the Deutschland's passengers were H. Montagu Allan, Count Waldemar Baronoff, Prof. Hilprecht, John G. A-Leishman, United States Minister to Tur, levy Baron you Pleasen, Cd. G. K. Church, levy Baron you Pleasen, Cd. G. K. Church,

key: Baron von Plessen, Col. G. E. Church. Ernest Hartog, Maxwell Norman, Prof. von den Steinen and Baron von Westeholz ROOSEVELT'S WET OUTING. Entire Party Rainsoaked and

splashed on a Long Ride. RAPIDAN, Va., Doc. 21.-President Roose relt's Sunday in the country has been wet and dreary. Rain has been falling since early morning and the roads are nearly impassable in consequence. But despite the conditions Mr. Wilmer drove the President and his family to Rapidan in a big roomy carryall this morning when they attended services at the Episcopal church and listened to a sermon on "Endurance" by the pastor, the Rev. Dr. Cross.

This afternoon at 3 o'clock, although it was raining harder than at any time during Monroe led the fighting and opened pro- | the day, the President and Mrs. Roosevelt, Mr. Wilmer and the four Roosevelt children, Theodore, Jr., Kermit, Ethel and Archie, went horseback riding. They did not return until nearly 6 and when they dismounted they were wet to the skin and so covered with mud as to be almost unrecognizable. The President, although his clothes were

red with Virginia clay and his face was wet and mudsplashed, was smiling and happy and said emphatically that he had had fine ride and a good time. The rest of the party did not say much, but made a united break for the shelter of the house. During the three hours' ride it rained without a let-up. At times the horses sank

o their knees in the soft clay and they were forced to a walk. At one place where the road ran through a deep cut a lake had formed and for 200 yards the water reached the saddle girths of the horses. The President kept the lead all the way,

pushing his horse into a gallop where it was possible. The return to the house was not made at his suggestion.

The turkey hunt which had been planned for to-morrow has been abandoned on ecount of the wet weather, and the Presi-ent's special train will leave Rapidan a o'clock to-morrow morning, arriving it Washington at 11:25.

18 DEAD IN A WRECKED CAR. Stockton Flyer Disregards Signals and Hits

the "Owl" Train. SAN FRANCISCO, Dec. 21.-The train wreck last night on the Southern Pacific road near Byron Springs, sixty-seven miles from San Francisco, caused the death of eighteen persons and injured twenty-one

The engine of the Stockton Flyer ran into and telescoped the rear car of the "Owl," a limited passenger train from San Francisco to Les Angeles. Passengers in this car had no opportunity to escape and ten were killed outright. The engine, which was under full headway, ploughed through the entire Pullman car and the

through the entire Pullman car and the wonder is that any one in it escaped alive. Every one in the car was injured. Most of them are suffering from burns from the steam that came from the wrecked engine. The "Owl" train had a hot box and a stop was made at Byron Springs. One brakeman was sent back to flag the Stockton train. He flagged it and the engineer respended with two whistles, but for some unknown reason he did not slacken speed and his engine crashed full speed into the and his engine crashed full speed into the heavy Pullman car. Both the engineer and fireman of the Stockton rain were so badly injured that no statement has been

badly injured that no statement has been obtained from them.

The scene that followed the disaster was one that sickened the hearts of those who went to the assistance of the victims. The rear car was crowded when the train pulled out of Oakland Pler, but a few Fresno people had gone into the diner, which was the next car ahead. Although the rear cosch was crushed into splinters, the dining car did not leave the rills and was only slightly battered about the platform. No one in the cars ahead a fiered more than a severe shock or a few bruises and a severe shock or a few bruises and

Among the identified dead are Charles A. Sessions, Oakland; Mrs. Lilly Smith, Frenso; Clarence D. Olufs; Fresno, a student at the University of California; Miss Mebel Vezey, Modesto, also a student in the State Vezey, Mcdesto, also a student in the State University; Cherles Owens, a racetrack man of San Francisco and Fresno; Miss Emily Meyers, Fresno; Len Irwin, Oakland; William F. Temple, Oakland, organizer for the Woodmen of the World; Robert Renwick, Oakland; Tsung Tia Dong, San Lennice

Investors Read The Wall Street Journal. Accuracy and completeness the watchwords its publishers, Dow. Jones & Co.-Adv.

OLD-TIME STAGE HOLD-UP.

California Highwayman Takes Passengers' Cash and Loots Express Box. REDDING, Cal., Dec. 21.-The first stage

robbery on the line between Redding and Weaverville since 1892, when the two Ruggles boys held up and killed Messenger Montgomery, occurred to-day. A highwayman stopped the coach pear

Whiskeytown, forced the driver to throw down an express box and then lined up the seven passengers by the roadside and robbed them of money and jewelry. The highwaymen broke open the express box

and then ordered the coach to proceed Officers are now in pursuit of him.

COUNTESS CASTELLANE HERE With Her Boys to Spend Christmas With Miss Helen Gould.

The Countess de Castellane with her children, Boni and George, aged respectively 6 and 41/2 years, arrived yesterday from Cherbourg aboard the steamship Kaiser Wilhelm der Grosse. She was me at the pier by her sister, Miss Helen M. Gould, and her brother Edwin, and driven to the Cambridge. She will spend the holidays at the home of Miss Gould. Her husband, who is busy trying for reëlection to the French Chamber of Deputies, will join her next month.

A DOUBLE CRASH.

After One Locomotive Hit Another It Backet it and Struck a Car.

A locomotive of the Lehigh Valley Railroad which was backing south along the National Docks railway trestle between Academy and Wayne streets, Jersey City, at 6:30 o'clock yesterday morning collided with a Pennsylvania Railroad locomotive, which

was slowly moving north. Oliver Hoffman, conductor of a Lehigh Valley coal train, who was riding on that road's locomotive, was thrown off and cut about the face and hands.

Engineer Dennis Murray of the Lehigh Valley engine reversed his lever when the crash came and sent the locomotive flying up the track. It struck the Pullman parlor car Doran, the gasolene tank on which exploded, setting fire to the car, which was destroyed.

Murray was blown from his cab and his ight knee and right arm were broken. JERSEY'S STATE HOUSE WEAK.

Part of It Will Have to Be Propped Up for the Statesmen to Meet In. TRENTON, N. J., Dec. 21.-The falling of quantity of plaster from the ceilings of the State House has disclosed serious defects in the construction of the building, which has just been examined and pro nounced unsafe by the supervising architect. The building was altered many years ago, and the corridors were widened on the second floor. The floor joists were spliced out by the contractor to save the cost of new ones. The principal defect is near the court rooms, one of which is to be used next month as temporary quarters

Uprights will be used to prop up the weak floors until if er the session. iron girders will be substituted for the

spliced joists. ENGINEER DEAD IN HIS CAB.

While Passing Another Train. LYNCHBURG, Va., Dec. 21.-Rendered anxious by the prolonged silence on the ther side of the cab the fireman of freight train No. 85, on the Norfolk and Western Rullroad, near the High Bridge this morning, climbed down to make an investigation and he found the engineer, John Parrish, ying dead on his seat with a ragged hole n the centre of his forehead. What caused Parrish's death is unknown. The freight had just passed a passenger train, and the engineer had just blown a whistle for a crossing. Some think he was struck ly omething thrown from a passenger car wihle others think that a stone hurled through the cab window may have caused

the death. TO UNIONIZE TEACHERS HERE. . F. U. Organization Committee Ordered

to Invade the Schools. On the motion of Daniel Harris of the Cigarmakers, the organization committee of the Central Federated Union was directed resterday to call a meeting of public school teachers for the purpose, if possible, of forming a Schoolteacher's Union. A union was recently formed in Chicago.

MR. VANDERBILT STILL BETTER. But the Turning Point in His Iliness Is Yet Surely Past. After Dr. Janeway's evening vist

Cornelius Vanderbilt's house at 22 Park avenue, yesterday, this bulletin was given 7:00 P. M.-Mr. Vanderbilt has held hi own during the day and the range of tem-

Otherwise nothing has develoyed. A. FLINT, Jr., E. G. JANEWAY Previous to the evening consultation Dr. Flint had said that the patient's tempera-ture was about 103 and expressed the belief that he was somewhat better.

perature shows a tendency to become lower

The turning point in the fever was ex-pected on Thursday or Friday of last week, but that it has not passed yet was con-sidered evident from the temperature of 103 which Dr. Flint said was the high mark yesterday. Typhoid usually takes twenty one days to run its course, but there seem to be some doubt as to just when Mr. Varder bilt's illness began. He did not take t bilt's illness began. He did not take to his bed until Dec. 3, but he was then though to have been suffering from the disca e for

some days.

Dr. Delafield called at the house once vesterday, but stayed only fifteen minutes.

Dr. Janeway made two calls. Dr. Flint, after spending the night, remained almost

Reginald C. Vanderbilt and his financée oon.

Mrs. Vanderbilt left the house last night or the first time since her hysband's illor the first time since her husband's illness became serious. She was driven to the Ogden Goelet residence and returned after an hour's visit there.

A caller at the house last night said that

Mr. Vanderbilt's physicians were nopeful than before Killed Himself Rather Than Testify. SOUTH BEND, Ind., Dec. 21.-Rather than pass through a second day on the witness by Mrs. William Bowman against the Lake Shore Railroad, benjamin Garver, a business man of Bremen, Ind., drank an ounce of carbolic acid diluted in water and then walked into the court house, dying in the presence of Judge Anderson, the jury and

For the Conneissenr: Pall Mall London Cigarettes. - Afe.

he attorneys in the case.

MARCONI SUCCEEDS.

Wireless Messages Sent Across the Atlantic.

ONE GOES TO KING EDWARD.

Greeting From the Governor General of Canada.

The Inventor Also Sends Messages to Edward VII. and to His Own King. Victor Emmanuel-Station on This Side at Table Head, Cape Breton, and on the Other at Poldhu, Cornwall -Marcont Sends Word to Edison

HALIPAX, N. S., Dec. 21 .- Signor Marconi o-day was successful in transmitting vireless messages between his stations at Table Head, Cape Breton, and Poldhu, Cornwall, England.

Marconi announced that he had sent nessages from Lord Minto, Governor General of Canada, to King Edward of Great Britain and to King Victor Emmanuel of Italy. King Edward replied.

The formal announcement of the sucessful transmission of the message to Edward VII. came in the following telegram from Marconi to Lord Minto, Govemor-General of Canada:

"I have the honor to inform your Excellency that your message to his Majesty has now been transmitted by me from Cape Breton to Cornwall by wireless telegraphy and has been forwarded to its G. MARCONI." destination.

Lord Minto's congratulations to King Edward were on the accomplishment, within his Majesty's dominion, of the greatest feat of modern science. The message of the Governor General to King Edward was prepared two months ago, the first understanding being that it would be sent about Oct. 15.

A trial was made at that time, but it was found that the towers at Table Head were defective and the young inventor in a jetter to your correspondent some time ago said he would have to await the arriva additional machinery. This was brought out on the Italian warship Carlo Alberta and for the past two or three weeks Mr. Marconi has personally superintended its

netallation. OTTAWA, Dnt., Dec. 21.—Wireless telessaphy as a means of communication across he Atlantic is an established success

A telegram was sent to-day from the sta-

ion at Table Head, Cape Breton, to the station in Cornwall, England. It was a message of congratulatory character, addressed by the Governor General of Canada to King Edward, and had been at the Table Head Station for some time awaiting transmission whenever communication should be established. The instruments at Poldhu, Cornwall and Table Head were brought in complete magnetic

sympathy to-day, and the message of Lord Minto was transmitted. The text of the message of Lord Minto to his Majesty is not available. Being addressed to the King it can only be made public by his Majesty's express command; but it is understood to be a brief message

of a congratulatory nature.

To Mr. Marconi's telegram Lord Minto "Delighted at your message, just received. Warmest congratulations on your splendid success. The news of Marconi's success was received in Government circles at a late hour this evening with feelings of elation and a considerable measure of national pride, for from the Government of Canada Marconi received his earliest substantial encouragement on this side of the Atlantic, a grant of having been voted by Parliament to enable him to establish his station at Table Head on consideration of which the Government was to receive reduced rates on

graph system on the signalling of ships. ANNOUNCED IN ENGLAND. LONDON, Dec. 22.-Telegrams from Halifax. Ottawa and New York announce that Marconi has successfully transmitted messages by his wireless system of telegraphy from Lord Minto, Governor General of Canada, to King Edward, and from himself to King Edward and King Victor Emmanuel The text of the messages is at present unknown to the public.

messages and his system was to be worked

in connection with the Government tele-

from Poldhu, Cornwall, where the Marconi station is situated the following Marconigram from its correspondent at Glace Being present at its transmission in Signor Marconi's Canadian station. I have he honor to send through the Times the

The Times announces that it has received

inventor's first wireless transatlantic message of greeting to England and Italy." MARCONI TELIS EDISON. Thomas A. Edison received this message at his Menio Park home yesterday

from Glace Bay, N. S.: "Remembering kind expressions of your good wishes, take pleasure in informing you that I have established wireless tele-graphic communication between Cape Breon, Canada, and Cornwall, England, with comple e success. Inauguratory messages have already passed. G. MARCONI.

SENT SIGNAL "S" A YEAR AGO. One year ago Marconi announced that the letter "S" had been signalled from the Poldhu station to a temporary station he then had on the Nevfoundland coast. This was a distance of 1,800 miles.

Marceni chese the site at Table Head for a permanent station and it was fitted out by the Dominion Government at a cost of 200 con.

of \$200,000. Four towers of creosote-treated timbers were built on an elevation about seventy-five feet above sea level. Each consists of four columns and is 225 feet high. The towers are placed at the corners of a square in the centre of which

is the operating room.

From the roof of this operating room coiled wires rise and from these wires run to the towers. Near their top is a horizontal bridge of wires connecting each tower with its neighbor. From these cross vires copper cables run to the roof of the operating room.

The King Drinks "Black and White, as it is the best whisky made in Scotle d.—